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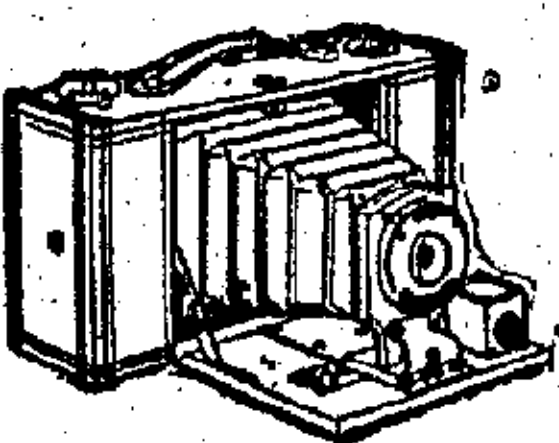
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Fine View of the Harbour.
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[a213] THE MANAGER

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Proprietor.
[a1004]

V.R.C. AQUATIC SPORTS.

Parsons and newspaper writers are wont to lecture people as to their duties, but if the example of the community in Colorado be followed they will be more cautious. A Col. Methodist parson who from the pulpit of late been giving the local authorities of advice, and telling them what he would do if he was chief constable, has so impressed the authorities with his earnestness that he has actually offered him the job! Now, he was Governor --- But I suppose it is too late to say any more.

Roderick Random.

The championship game ended in an easy victory for Inspector Gourlay. Play was difficult for the stiff green, but Gourlay adapted himself to the conditions better than his opponent, Sergeant Pitt. His delivery was clean and without apparent effort, whereas Pitt frequently "lobbed" with the result that his bowls failed to do what was desired. Gourlay led all the way. A tenth head the score stood 10.3 in favour of the winner, who, securing a three on the last ball, finished the game quicker than was expected. In the pavilion Mr. T. Peirie asked Gourlay to represent the police as Inspector Goulay.

For they said unto one another, such unto
neighbour, Behold! This must be good. Is
the name of Smithson on it? And dwell
he not on the Peak of all Things? Surely
therefore, he is a great and also a good man,
he hobbombed with the highest. So the men
the Peak of all Things smiled mightily
winked unto themselves, and they floated
panies for the making of India Rubber
of ginger-beer bottles, and they formed c
panies for managing ships, even great fire
that sailed upon the great water and consu

importance. The whole of their acreage also been clean-weeded from the start, and had he heard from those who he had not heard from, he would turn out a great commercial success. He had already at the Sumatra Consolidated meeting given the board's reasons for abandoning the scheme of coffee-planting, which was shadowed in the prospectus of both companies, so he probably need not refer to them again. Suffice it to say that he had had to do with the subject of benefiting his property. He concluded by proposing the adoption of the report.

Mr. Henry De Courey Hamilton seconded the motion, which was carried unanimously.

**FIELD FOR MISSIONARY
ENTERPRISE.**

Principle Ito's successor at the Reside-
Viscount Sone, has been forced to resign
his health. Viscount Yamaguchi, Viscount Para-
has the following remarks at Seoul. A local pre-
Japanese contemporaries state that Viscount
Teranishi, the new Resident-General, lays
stress on the importance of the religious ques-
in the country. His Excellency thinks that
the people of Korea have no religion, and that
the Government of Japan must be
established. He has invited the opinion
authorities on this problem, and decided to
carefully after the evangelisation of Korea.

TO SUPPLY ARMY AND NAVY REQUIREMENTS.

Y1,106,776 over that for the present year. The decrease of Y48,356 in the amount of subsidy for the European service is ascribed to a change in the running of the vessels on this route, the increase of Y1,027,195 for the North American service is due to the increase in the number of vessels from four to six on the O.S.A. T. line, and also to the substitution from a vessel of the *Shunko-maru*, 17,000 tons—a vessel of the “Tenryo” type, on the T.K.K. San Francisco line—for the *Nippon-maru* of 6,178 tons. The increase of Y121,988 in the estimate for the T.K.K. South American service is due to the addition of the *Nippon-maru* on that service. *Japan Chronicle*.

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Booking at ROBINSON PIANO CO.

MUSICAL CRICKET.

(BY A CORRESPONDENT OF "THE TIMES.")

In those pellucid intervals when they are not calculating averages and percentages to several places of decimals, the chronicling "So-and-so's 99th wicket or 99th run, certain publicists (let us choose the name that dignifies rather than the name that degrades the business of writing round about cricket) wax magniloquent on the subject of the right and wrong of the crowd at a cricket match. Two years ago it was the question of the tea interval which disturbed the minds of these friends of the people and dislocated their grammar. They decided unanimously, having but one mind between them, that the players in a first-class county match had no right, in law or in equity, to leave the field for a cup of tea or even to stop the game while half-lemons were handed round so long as a single paying spectator was unwilling to leave his place of observation in order to drink something alcoholic. Last year they discussed the subject of suspensions of play while the ground was recovering from a drenching (last season it was a case of "the rain it raineth every day," and the weather has been ever since "so-and-so" this year) and assumed that such breaks in the entertainment provided for those who had paid down their money at the turnstiles could no longer be tolerated.

These agitators, and to say, were not without effect. Tea intervals were dropped on several county grounds, where the authorities, for mercenary reasons, think more of satisfying the sixty penny spectators than of the comfort of cricketers, who after all are not members of music-hall troupes, and have a right to indulge in tea-and-talk when the whole civilized world is doing the same. And this season, as a result of last year's agitation by the friends of the professional spectator, weird engines have been provided to protect the pitch from the effects of rainfall, though nothing has been done—for nothing can be done—to prevent the drenched outfield from being seared and cut up by the men who are scooting out and cannot keep their footing. The cost of continuing the game too soon after a heavy shower is paid by those who play in minor matches on a country ground when the wickets are set up outside the central area reserved to the more spectacular contests. These men, who are really the backbone of the game, have sometimes had to play this season on pitches that resembled a portion of the fairway of an inland golf course much frequented by beginners, hard hitting folk who never think of replacing the fragments of scenery dislodged by their mashes and scattered abroad. One such pitch (so I was told by a born humorist who failed to score in a club-and-ground match) was a convey of partridge, and the players, hiding their faces during the period of play. These are poetic exaggerations, pragmatic and pragmatic truths, but they will serve to remind the reader that the age of the so-called rights are often the actual player's wrongs.

It is now proposed to "enliven" county cricket matches for the benefit of spectators by means of bands, and the experiment has actually been tried at Lord's—Lord's of all places in Cricketdom. There can be no objection, of course, to instrumental music during the luncheon interval, when those who do not care to leave the ground, preferring sandwiches and cricket gossip to a formal meal, often find that time trickles away slowly, spasmodically, reluctantly—like the contents of a full bottle. Nor, if the musicians choose to stay and watch the match, would any rational person refuse them the opportunity of performing suitable pieces (such as "Home, Sweet Home," "Pack, Clouds, Away," &c.) while play is suspended owing to a sudden downpour or the darkening of the heavens by a suspended fog. As long as it is not a case of interfering with the physical and mental comfort of the actual players, everything possible should be done for the greatest possible happiness of the greatest possible number. But it is nothing less than an outrage against the spirit and traditions of cricket to allow a band to perform while play is going on. At athletic sports music is not out of place; though high jumpers and pole jumpers have been known to complain of it as a distraction to the intricate business of making use of the right take-off at the right moment in the right way (really an equation in two variables, a kind of solid geometry) and then to be solved instantaneously, its flowing strains fit in well enough with the fluctuating rhythms of sprinting and running. The writer once knew a quarter-mile of reports who said that a little music was for him an antidote to nervousness and an incentive to a good sustained spurt at the finish. Again, football, with its reiterated of movement and recurrent attacks,

As over out of touch the ball returns, should be none the worse for a little music, which, as on a battlefield, may then and there encourage exhausted heroes to make a supreme effort.

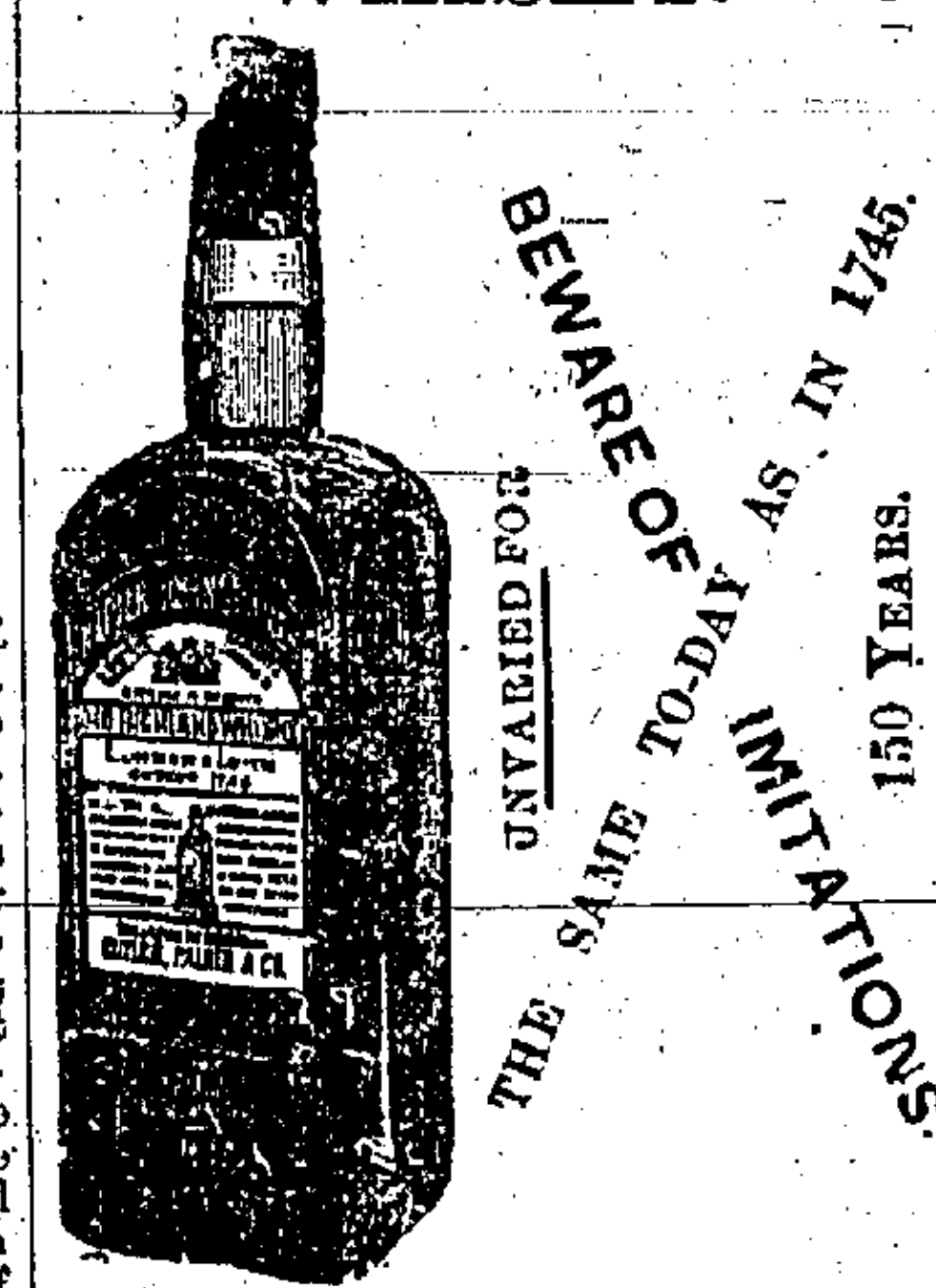
But as regards cricket, the good old rule, "Don't mix your arts," comes into full play. Cricket is a complete art in itself—epic, or dramatic, or lyric, as the man and the moment may determine—and the intrusion of the finest and most finely rendered music is felt by the cricketer who puts brains into his batting, or bowling, or fielding and respects his art, himself, and his fellow-artists as an intolerable impertinence. Moreover, the spectator who really knows the game and is able and willing to concentrate his mind on what is happening on the "perilous pitch" does not want to be bothered with a band; when deeply moved by the consideration of some crisis, some dramatic turning-point in the fierce warfare of a well-contested game, he will describe the most charming music as a noise and a nuisance—adding the appropriate adjectives which, winged words as they are, would be as inappropriate in print as swallows in a cage.

Some cricketers, no doubt, would merely grumble to themselves if a band were allowed to interfere with the business of their game, in which every stroke or stratagem is an "intellectual thing," like a tear or a laugh. But others will speak out in the emphatic language of the wisest of laborers (a kind of wisdom unwise), despite in this complaint, as if the Lord's experiment is made a precedent. Mr. C. I. Thornton, going in to take his innings at Scarborough, once ordered a band to stop playing, and the order was obeyed. He was dismissed without scoring—no doubt there remained something of his *savvy indignation* at an artistic outrage while he was at the wicket for the first fateful few balls—and his successor, said to say, went in without rebuking the musicians. There was no other instance of the same timely outburst, except on some of the annuals of first-class cricket. To descend from great things to small, the writer himself when going in to try to stop a rot in a village match unheeded in passing a concertina which, in the hands of a small boy, had vexed the souls of many that afternoon. The small boy said, among other things, "Don't excite your silly gizzard" (envious phrase) and was then taken home by his governess, but the concertina was given into the charge of the home team's umpire. It is perhaps only fair to tell another short story, which shows that in

certain circumstances the attendance of a band might make for the betterment of the game. Playing against a lunatic asylum, the writer skied the ball to deep square leg, and the catch was judged to be a mighty and held by the fielder, a gentleman with delusions alleged to be having a lucid interval. Excited by the applause (and which the writer forgot to join) he ran rapidly round the field and was not caught by the attendants, who appeared from nowhere, until ten minutes had been wasted. One of the doctors subsequently said that, though quite harmless, he was very susceptible to the charms of music. Had there been a band in attendance the incident might never have occurred; for example, he might have missed the catch.

Let us then consent to the presence of bands at matches played on the grounds of lunatic asylums, but refuse to invite them to Lord's and other places where cricket is the sport of persons with a whole mind in a wholesome body. All batsmen will agree with this declaration of policy, which has the poetic merit of making a concession to the enemy. Bowlers may not be quite so eager to withstand the innovation. They are in the habit of turning all perturbations of the natural order of things (differences of pace in the pitch, cross winds that help the batter, &c.) to their own advantage and the confusion of the batsman, their natural enemy; and some of them may regard the music that distracts his attention as an addition to the number of their incidental allies. But they all have to yield the willow, and the majority are anxious to be regarded as batsmen and moved up in the order of going in—a boon for which they will cheerfully resign some portion of their skill in bowling. Let us then appeal to them as batsmen, deceiving them for their own good, to strengthen the forces of opposition. If their music could be made incidental (in the theatrical sense), the band might be tolerated on country grounds. For each characteristic stroke or bowling stratagem we might have a *leit-motiv*, a late cut or a googly would elicit from the band a characteristic musical phrase. A cricket symphony, composed by an English variant of Richard Strauss, might be permitted. It would begin, of course, by introducing the motive of the mowing machine, the sound of which, heard in the early morning of a mid-summer's day, is so delightful to the ears of cricketers. The time is not yet come for such delicate inventions; until it does bands must not be admitted to the nation's chief playing grounds because a few spectators wish to have their ears tickled. Admit a band for that unreasonable reason, and before we know where we are there will be (as Mr. Punch has suggested) side-shows, electric theatres, and small *cafés chantants*, and switchbacks, and flip-flops, and all the rest, doing a brisk and busy business round the field of play. This very business round the field of play, as of American baseball, is the game till the professional spectator spoils it and vulgarizes its surroundings. Unless the spectator be cockered up, we are told, county cricket will become bankrupt! The sooner the better—for then county cricketers will be chiefly composed of authentic amateurs, which is just what ought to be. Besides, if a band be allowed to settle at Lord's, there will be no limit to its depredations. It will get into the *dedans* when a great tennis match is on. Horrible thought!

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.

SOLE AGENTS IN HONGKONG:
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and from ALL WINE MERCHANTS. [46]

SHIPPING IN PORT

STEAMERS
ANGHIN, German str., 1,500, C. Kumpel, 18th Sept.—Bangkok 9th via Swatow 17th Sept., Rice and Meal—Butterfield & Swire.
BUJUN MARU, Japanese str., 1,300, T. Fuso, 11th Sept.—Shanghai and Swatow 10th Sept., General—Osaka Shosen Kaisha.
BYUO MARU, Japanese str., 1,613, Yatsuyanagi, 23rd Sept.—Dairen 17th Sept., Coal—Mitsui Bussan Kaisha.
CHOISING, German str., 1,021, Brunn, 21st Sept.—Bangkok 14th Sept., Rice—Butterfield & Swire.
COWRIE, British str., 3,055, J. Falles, 7th Sept.—Singapore 1st Sept., Kerosene—Oil—Asiatic Petroleum Co.
DAGNY, Norwegian str., 883, Solresen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Aagaard, Thoresen & Co.
GLENNAR, British str., 2,053, W. L. Hartnell, 19th Sept.—Java via Labuan 13th Sept., Sugar—Shewan, Tomes & Co.
HANOI, French str., 630, J. Faunier, 22nd Sept.—Haiphong 19th Sept., General—A. R. Marty.
INVERKEE, British str., 3,206, A. H. Smith, 16th Sept.—New York 30th July, General—J. A. Matheson & Co.
JAPAY, British str., 3,806, A. Stewart, 20th Sept.—Mojito 10th Sept., General—David Sussan & Co., Ltd.
KAJO MARU, Japanese str., 3,906, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal—Mitsui Bishi Goshi Kaisha.
KIANG PILO, Chinese str., 1,222, H. Ulden, 5th September—Chinkiang 30th August, General—Tung Lee & Co.
KONGSHANG, German str., 1,293, C. Rodelsky, 22nd Sept.—Bangkok 15th Sept., Rice and Teak—Butterfield & Swire.
KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.
LENKOK, British str., 2,361, D. Reid, 1st Sept.—Kelong 30th Aug., General—Dedwell & Co.
MANHUA MARU, Japanese str., 3,254, H. Hino-kawa, 20th Sept.—Mojito 12th September, Coal—Order.
MATHILDE, German str., 891, Ulderup, 23rd Sept.—Haiphong and Hoihow 22nd Sept., General—Jebson & Co.
MEETOO, Chinese str., 1,339, Froberg, 9th Sept.—Shanghai 4th September, General—C. M. S. N. Co.
NO. 3 KERON, Japanese str., 3,778, T. Takai, 17th Sept.—Mojito 11th Sept., Coal—Order.
PHEUMPER, British str., 1,065, J. H. Scott, 20th Sept.—Saigon 16th Sept., Rice—Chinese.
PROKHEUS, Norwegian str., 1,024, O. Kernelsen, 15th Sept.—Manila 12th September, General—Aagaard, Thoresen & Co.
SHANSHI, British str., 1,228, Pottinger, 23rd Sept.—Java 13th September, Sugar—Butterfield & Swire.
SHIBETORO MARU, Japanese str., 2,479, Asumi, 16th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.
SUNGKIAN, British str., 987, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.
SUVERIC, British str., 4,011, L. S. Cowley, 19th Sept.—Manila 17th September, Hemp—Dedwell & Co.
TEAN, British str., 1,346, A. W. Outerbridge, 23rd Sept.—Manila 20th Sept., General—Butterfield & Swire.
TUNSHING, British str., 1,173, Hassey, 20th Sept.—Wakamatsu 14th Sept., Coal—Jardine, Matheson & Co.
VOYAGEUR, Austrian str., 3,727, Bednarz, 23rd Sept.—Kobe 15th and Shanghai 20th Sept., General—Austrian Lloyd S. N. Co.
WUHU, British str., 1,227, A. Luckner, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

SAILING VESSEL
ARROW, British barque, 2,971, McIvor, 20th May—Amoy 8th April, Kerosene—Oil—Standard Oil Co.
DREUMELAN, British 4-masted barque, 1,799, Swatt, 27th August—Monado 30th July, Ballast—Standard Oil Co.

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IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"COBLENZ"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.
All Claims must reach us before the 1st Oct., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDRETSCHER LLOYD, BREMEN
MELCHERS & Co.,
General Agents.
Hongkong, 20th September, 1910. [5]NORDDRETSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE

NOTICE TO CONSIGNEES.

THE Steamship

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having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th inst. will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th inst., at 9.30 A.M.
All Claims must reach us before the 1st October, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.

NORDDRETSCHER LLOYD, BREMEN
MELCHERS & Co.,
General Agents.
Hongkong, 20th September, 1910. [5]

FROM EUROPE.

THE H.A.L. Steamship

"C. FERD. LAEINZ,"
Captain Knaiss, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence delivery may be obtained against Bills of Lading countersigned by the undersigned.

Optional Cargo will be carried on unless notice to the contrary be given To-DAY.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst., at 3 P.M.
No Fire Insurance will be effected by us in any case whatever.

This Steamer brings on Cargo:
Ex s.s. "President Lincoln" from New York.
Ex s.s. "Germania" from Gothenburg.
Ex s.s. "Kette" from Stettin.
HAMBURG, BREMEN & LONDON LINE,
Hongkong Office,
Hongkong, 22nd September 1910. [1104]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN,"
FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 23rd September, 1910. [1]

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HONGKONG TIDE TABLE.

From September 26th to October 2nd, 1910.

HIGH WATER.				LOW WATER.			
Date	Time	Height	Direction	Date	Time	Height	Direction
Mon. 26	11 49	6.8	ft. in.	Mon. 26	5 54	2.1	ft. in.
Tues. 27	No inferior	high		Tues. 27	No inferior	water	
Wed. 28	11 52	6.8	ft. in.	Wed. 28	5 58	2.1	ft. in.
Thurs. 29	11 55	6.9	ft. in.	Thurs. 29	6 00	2.1	ft. in.
Fri. 30	11 58	7.0	ft. in.	Fri. 30	6 03	2.1	ft. in.
Sat. 1	12 00	7.1	ft. in.	Sat. 1	6 06	2.1	ft. in.
Sun. 2	12 03	7.2	ft. in.	Sun. 2	6 09	2.1	ft. in.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, September 25th

	Previous day at 4 P.M.	On Date at 10 A.M.	On Date at 4 P.M.
Barometer	29.81	29.87	29.70
Temperature	79	84	84
Humidity	81	73	74
Wind Direction	E	E	E
Force	2	3	3
Weather	Op.	0	0
Rain	0	0.22	0

Highest open air Temperature on 24th.....85
Lowest open air Temperature on 24th.....77

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WOMANHOOD IN JAPAN.

A TALK WITH MADAME YUKIO OZAKI.

In these days of feverish unrest, when for various reasons women of all classes show themselves dissatisfied with their existence, it is refreshing to meet a woman who, having taken firm hold of life, with all its advantages and disadvantages, finds it a good and happy thing. The fact that in Mrs. Yukio Ozaki (the Mayors of Tokyo) the point of contact and divergence in the thought of East and West is most thoroughly apprehended makes us pause to consider whether the Eastern woman may teach her Western sister lessons on the problem of living; and a résumé of facts already given in these columns will not come amiss.

EARLY DAYS.

A child of the East in heart and soul and parentage, Yui Theodora Ozaki is yet a daughter of the West in training and culture. Her father, Baron Saburo Ozaki, a descendant of an ancient Samurai family, was member of the Japanese House of Peers and a Privy Councillor. He was, too, of open mind and modern ideas, he was one of the first Japanese to come to England with a view to studying its language and institutions.

Here he met Bathia Catherine, the daughter of William Morrison, a profound scholar and linguist, and a well-known admirer of Japan, to whom it gave pleasure when his pupil, Baron Ozaki, became also his son-in-law. The young couple went to live in Japan, but in this instance temperament proved too strong for happiness. Baron Saburo Ozaki was fundamentally Japanese, while his wife was in all things British to the backbone, and five years later they parted, the three children of the marriage remaining in England with their mother and receiving a thoroughly English education.

The English grandfathers took special interest in Yui Theodora, the second daughter, and the subject of this sketch, for she had inherited her own love of books and learning. When she was sixteen years of age her father invited her to return to live with him in Japan, and was delighted with her charm, grace, and intelligence, but though she at first fell in with his wishes that her future life should be entirely on Japanese lines, she soon found herself in opposition to him on the question of marriage.

Influenced by a desire not to repeat the experience of her mother, she was determined to run no risk of contracting an ill-assorted union. This, to other with the fact that her younger children growing up, combined to make her seek independence by becoming a teacher of English, and for this task her splendid education qualified her perfectly.

INFLUENCE OF A GREAT NEURIST.

In this way she met Mrs. H. H. Fraser, whose husband was British Minister in Tokyo, and whose brother was the late Mr. Marston Crawford, the novelist. He employed Yui Theodora as an amanuensis, giving her the task of cataloguing his library. Italy charmed her, for her love of romance and colour met with full satisfaction there, and Marston Crawford soon discerned her literary talent, and encouraged it.

Thus she began to write, and for English magazines and reviews in the interests of Japanese womanhood, and with a view of dispelling the misconception that she saw existed in Western minds about Japan and its women.

Soon she returned to her native land, where she undertook a teaching post in a school, living meantime in a half-situated Buddhist temple, and in her spare time writing those books that she was born to write—“The Japanese Fairy Book,” which has become a classic; “Japanese in Times of War,” “Stories of Japanese Heroines,” etc.

Madame Ozaki's more recent works, “Warriors of Old Japan,” and “Japanese Children,” will be read with very keen interest by all.

THE ROMANCE OF A BLUNDER.

At last she met the man who was destined to fulfil all her ideals. In 1904 she made the acquaintance of Yukio Ozaki, the Mayor of Tokyo, through the mistakes of a postman who owing to the identity of the name (though there was no family connection), sometimes contrived to get the letters of the Mayor and those of the lady hopelessly confused. A meeting at a dinner party, where they made merry over the postman's blunders, was the first step—though each had long known of the other—which led to an ideal marriage, based as it was on the perfect romance, and deep sympathy of tastes and interests, which is the surest foundation of wedded bliss.

Yukio Ozaki is a born orator, a brilliant writer in Japanese, and a strenuous and untiring worker in the cause of public good. He is who was chosen to welcome Admiral Togo on his return from victory in the campaign against Russia, a ceremony attended by half a million of people. Admirably did Yukio Ozaki voice the feelings of the nation on that occasion.

MADAME OZAKI IN LONDON. Mrs. Ozaki's greatest happiness is in her home life, and in the companionship of her husband and little daughter. Her greatest charms are her gentle womanliness and repose, which are in no way marred by her splendid intellect and resolute spirit.

“It is,” she said, “eleven years since I was last in London, and I find it much changed by the Tubes and taxi-cabs. Also I find the gardens and parks much improved, and more is being done to bring brightness into the lives of the poor.”

“There is not the squalor in Japan that one sees in London, the Japanese poor are content with less. Personal cleanliness, too, is a point they pay more attention to, for the Japanese workman takes his bath morning and evening.”

Speaking of the Suffrage to women, Madame Ozaki is not in sympathy with the militant suffragette. She thinks it dreadful that a woman should lose her charm and dignity by contending and wrestling with the man in the street.

“I think,” she went on to say, “that the educated woman and the woman of property should have a vote if she so desires. Under these circumstances she ought to have a voice in the making of the laws. Man should not arrogate to himself that privilege. The present form is the result of his having done so for years. At the same time, I am a firm believer that woman's highest place is in her own home, to train the children, and to take care of the aged.”

“The Japanese old people are not so ‘difficult’ as the English. A Japanese woman, when she ‘retires,’ still holds the position of adviser in the house, but she looks up to her son as being the superior.”

“There is no wish on the part of the Japanese woman for the suffrage. The number of women in Japan is far less than that of men, and the woman there has a thoroughly good time. The unmarried Japanese woman is rare.

“The early training and the religion of Japan go to make perfect content. The belief in the transmigration of the soul, which is one of the doctrines of the Buddhist faith, teaches them that ‘Man hath no fate except past deeds,’ and that life calmly and bravely endured brings them nearer to the required state of perfection.”

“A girl in Japan,” Madame Ozaki added, “does not regard marriage as a paradise of bliss, but as a time of responsibility and trial.”

She said, taking up a photograph of a child in Japanese dress, with a sweet baby face, “It is my little daughter, and only child. I could not bring her to England, for she is intelligent beyond her years, and the travelling is bad for her at present.”

Referring to the time she spent as secretary to Marston Crawford, Madame Ozaki remarked: “I owe very much to him; he was so great and clever. How pathetic that he should have died comparatively young!”

She spoke with affection of the Crawford family, and the happy time she spent with them, dwelling on the recent affliction which had overtaken her for his beautiful wife, and of her own great friendship for Mrs. H. H. Fraser, the novelist's sister.

CHILD LIFE IN JAPAN.

“Children,” said Madame, “are considered a blessing by rich and poor alike in Japan, and the love of children is universal. Childhood is certainly a very happy time there, and never has it been necessary to form any society for the protection of cruelty to children. Discipline, as understood in the West, is not practised at all, yet the Japanese child is trained to be perfectly polite, and instantly obedient.”

“The little ones of Japan are as fond of games as are the children of England, and rich indeed is the storehouse of legend and story open to them.”

I must add a characteristic touch. At the close of the interview Madame Ozaki remarked, with her winning smile: “Please say as little about me as possible.” I have obeyed her request, but I feel I could write in profuse superlatives of the delightful impression she left on me, and this, I am informed, is the common experience with all who meet her.—*Jessie Williams, in the Pall Mall Gazette.*

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zefiro* left Manila on the 24th inst., and is due here today at 3 p.m.
The I.G.M. str. *Prins Edouard*, which left here on Wednesday, the 21st inst., at 5 a.m., has arrived at Shanghai on Friday, the 23rd inst., at 4 p.m.

The P. & O. Co.'s str. *Assaye* left Singapore for this port on the 23rd inst., at 5.30 p.m. with the outward English Mails, and is due here on the 25th inst., at about 5 p.m.

The P. & O. Co.'s str. *Japan* is expected to arrive at Colombo on the 26th inst., at 6 a.m.
The Indo-China str. *Kanungu* left Calcutta for the Straits and Hongkong on 21st inst., and is due here about the 7th prox.

The I.G.M. str. *York*, carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th inst., p.m., and may be expected here on or about the 5th prox.

The T.K.K. str. *Chigo Maru*, which left this port on the 27th ult., arrived at San Francisco on the 23rd inst.
The P. & A. str. *Selja* is due to arrive at this port on the 14th inst.

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Yokohama

Kobe

Manila

Singapore

Batavia

Calcutta

Rangoon

Aden

Suez

Port Said

Malta

Brindisi

Genoa

Lyon

Paris

London

Bombay

Calcutta

Rangoon

Aden

Suez

Port Said

Malta

Brindisi

Genoa

Lyon

Paris

London

Bombay

Calcutta

Rangoon

Aden

Suez

Port Said

Malta

Brindisi

Genoa

Lyon

Paris

London

Bombay

Calcutta

Rangoon

Aden

Suez

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.E.	P. & O. S.N. Co.	On 1st Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.E.	P. & O. S.N. Co.	About 5th Oct.
COPENHAGEN	RUBOMA	Dan. str.	—	—	MELCHERS & Co.	On 1st Oct.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINE	On 2nd Nov.
HAYRE, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINE	On 6th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	ALBIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINE	On 15th Oct.
HAYRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINE	On 6th Nov.
MARSEILLES, LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHESON & Co., Ltd.	About 17th inst.
MARSEILLES, &c. VIA PORTS OF CALL	TOURNAI	Frans. str.	—	Lancou	NIPPON YUSEN KAISHA	To-morrow, at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jan. str.	k. w.	F. E. Cope	HAMBURG-AMERIKA LINE	On 28th inst., at D'lght
MARSEILLES, HAYRE & HAMBURG, &c.	AMRIA	Ger. str.	—	Doinat	HAMBURG-AMERIKA LINE	On 4th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jan. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 12th Oct., at D'lght
MARSEILLES, HAYRE & HAMBURG, &c.	C. FRED. LAEISZ	Ger. str.	k. w.	Knaisel	HAMBURG-AMERIKA LINE	On 23rd Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIBANO MARU	Jan. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 28th Oct., at D'lght
NAPLES, GENOA, ALGIERS, GIBALTAR, &c.	DEEPLINGER	Ger. str.	—	G. Meiners	MELCHERS & Co.	On 5th Oct., at Noon
TRIESTE, &c. VIA SINGAPORE, &c.	VORWARTS	Aus. str.	—	B. Bednarz	SANDER, WIEBER & Co.	On 28th inst., at Noon
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Am. str.	—	—	SHEWAN, TOMES & Co.	About 21st Oct.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	W. Gray Williams	JARDINE, MATHESON & Co., Ltd.	About 5th Oct.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	F. S. Cowley	DOBWELL & Co., Ltd.	About 15th Oct.
VICTORIA, B.C. VANCOUVER, & SEATTLE, &c.	SUTERIC	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	To-morrow.
VANCOUVER (DIRECT)	EMPIRE OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th Oct., at 5 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGNA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 8th Nov., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	SEATTLE MARU	Jan. str.	—	T. Saito	OSAKA SHOSHEN KAISHA	On 5th Oct., at Noon
VICTORIA, B.C. & TAIWAN VIA JAPAN	INABA MARU	Jan. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jan. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	BUYO MARU	Jan. str.	—	—	NIPPON YUSEN KAISHA	On 22nd Oct., at Noon
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	YAWATA MARU	Jan. str.	—	T. Sekine	BUTTERFIELD & SWIRE	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	COLENSZ	Ger. str.	—	H. Reegenar	MELCHERS & Co.	On 8th Oct., at D'lght
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th Oct., at Noon
KOBE & YOKOHAMA	TANGO MARU	Jan. str.	—	A. Christensen	NIPPON YUSEN KAISHA	On 29th inst., at 5 p.m.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	F. Iscke	MELCHERS & Co.	About 18th Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 28th inst., at Noon
CHEFOO & NEWCHWANG	TEIMAH	Dut. str.	—	Bouman	JAVA-CHINA-JAPAN LINE	Quick despatch
TIENTSIN	NANCHANG	Brit. str.	1 m	Kenzie	BUTTERFIELD & SWIRE	On 1st Oct., at 4 p.m.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHIERING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Roodemann	MELCHERS & Co.	About 5th Oct.
SHANGHAI, KOBE & YOKOHAMA	BORNEO	Brit. str.	—	W. H. Hall, R.N.E.	P. & O. S.N. Co.	About 6th Oct.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	Frans. str.	—	Sellier	MELCHERS & Co.	To-day, 7 p.m.
SHANGHAI, CHEFOO & NEWCHWANG	TUNGSHING	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at Noon
SHANGHAI	CHENAN	Brit. str.	1 m.	A. A. Campbell	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon
SHANGHAI	BOMBAY MARU	Jan. str.	—	—	BUTTERFIELD & SWIRE	On 29th inst., at 4 p.m.
SHANGHAI	ASSAYE	Brit. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 29th inst.
SHANGHAI	KUTSANG	Brit. str.	—	Owan Jones, R.N.R.	P. & O. S.N. Co.	About 29th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUJUN MARU	Jan. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 4th Oct., at Noon
SHANGHAI, KOBE & YOKOHAMA	AMERISIA	Ger. str.	k. w.	Y. Fueno	OSAKA SHOSHEN KAISHA	On 6th Oct., at Noon
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	HAMBURG-AMERIKA LINE	On 6th Dec.
SHANGHAI, KOBE & YOKOHAMA	PERING	Swed. str.	—	—	OLDF WILK & Co., LTD.	On 15th Oct.
SHANGHAI, KOBE & YOKOHAMA	SENEGAMBIA	Ger. str.	k. w.	Ekhorn	HAMBURG-AMERIKA LINE	On 21st Oct.
SHANGHAI	TAIKINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LINE	On 28th inst., at Noon
SHANGHAI	SOSHU MARU	Jan. str.	2 h.	Y. Yamamoto	OSAKA SHOSHEN KAISHA	On 28th inst., at 11 a.m.
SHANGHAI	HAIYUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAK & Co.	To-morrow, at Noon
SHANGHAI	HAIYUN	Brit. str.	2 h.	W. C. Fennmore	DOUGLAS LARPAK & Co.	On 30th inst., at 10 a.m.
SHANGHAI	HAIYUN	Brit. str.	1 m.	J. W. Evans	DOUGLAS LARPAK & Co.	To-morrow, at 4 p.m.
SHANGHAI	TEAN	Brit. str.	—	A. E. Hodgins	DOUGLAS LARPAK & Co.	On 30th inst., at 4 p.m.
SHANGHAI	LOONGSANG	Brit. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
SHANGHAI	ZAFIRO	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	On 1st Oct., at Noon
SHANGHAI	YUSENANG	Brit. str.	—	—	SHEWAN, TOMES & Co.	On 7th Oct., at 4 p.m.
SHANGHAI	RUBI	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 8th Oct., at Noon
SHANGHAI	MALANG	Brit. str.	—	R. Bolger	SHEWAN, TOMES & Co.	On 10th Oct., at Noon
SHANGHAI	BORNEO	Ger. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	End of Oct.
SHANGHAI	HAKATA MARU	Jan. str.	—	F. Semblil	MELCHERS & Co.	On 4th Oct.
BOMBAY VIA SINGAPORE & COLOMBO	JAPAN	Brit. str.	—	A. Mockler	NIPPON YUSEN KAISHA	To-morrow, at Noon
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	A. Stewart	DAVID SARBSON & Co., LTD	On 8th Oct., at Noon
SINGAPORE, PENANG & CALCUTTA	TULIATAP	Dut. str.	—	M. B. Lake	JARDINE, MATHESON & Co., Ltd.	Quick despatch
SINGAPORE, CHERITON, SAMARANG, &c.	—	—	—	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE Capt. Owen Jones, R.N.R.	About 29th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. G. W. Gordon, R.N.R.	Noon, 1st Oct.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. D. C. Gregor, R.N.R.	About 5th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO Capt. W. H. S. Hale	About 6th Oct.	Freight and Passage.

For Further Particulars, apply to
E. HEWETT, Superintendent
Hongkong, 24th September, 1910

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
MANILA	TEAN	On 27th Sept., 4 P.M.	
SHANGHAI	CHENAN	On 29th Sept., 4 P.M.	
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CALENS, TOWNVILLE, BRISBANE, SYDNEY & MELBOURNE	CHANGSHA	On 30th Sept., 4 P.M.	
CHEFOO & NEWCHANG	NANCHANG	On 1st Oct., 4 P.M.	
	S.S. "LINTAN" and S.S. "SANUI"		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE, AGENTS
Hongkong, 24th September, 1910

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL	REMARKS
TSINGTAI, CHEFOO & NEW-CHANG	TUNGSHING	Wednesday, 28th Sept., Noon	
SHANGHAI	WOSANG	Wed'day, 28th Sept., Noon	
TIENTSIN	CHIPSHING	Thursday 29th Sept., Noon	
MANILA	LOONGSANG	Friday, 30th Sept., 4 P.M.	
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 4th Oct., Noon	
MANILA	YUENSANG	Friday, 7th Oct., 4 P.M.	
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Saturday, 8th Oct., Noon	
SANDAKAN	MAUSANG	Monday, 10th Oct., Noon	

RETURN TOURS TO JAPAN.
OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kufat, Lahad, Dahu, Simporna, Twao, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
Hongkong, 24th September, 1910

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SAWTOW, AMOY AND FOOCHOW AND RETURN.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 27th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 30th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 4th Oct., at 10 A.M.

For SAWTOW AND RETURN. (Occupying 3 Days).

HAIMUN	Capt. A. H. Stewart	WED'DAY, 28th Sept., at 11 A.M.
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Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20 per cent. on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—
DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 24th September 1910.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
COPENHAGEN	"RUBOMA"	On 1st October.
COPENHAGEN	"TRANQUEBAR"	On 20th October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	On 6th December.

For Further Particulars apply to
MELOCHERS & CO.,
AGENTS.
Hongkong, 17th September, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	KITANO MARU Capt. F. E. Cope, 9,000 IVO MARU Capt. R. Takada, 7,000 HIRANO MARU Capt. H. Fraser, 9,000		WED'DAY, 28th Sept., at Daylight WED'DAY, 12th Oct., at Daylight WED'DAY, 26th Oct., at Daylight
VICTORIA B.C. & SEATTLE	KAMAKURA MARU Capt. J. Nago, 7,000		SATURDAY, 8th Oct., from KOBE.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	INABA MARU Capt. K. Kawara, 7,000 TAMBA MARU Capt. K. Sato, 7,000		TUESDAY, 11th Oct., at Noon TUESDAY, 8th Nov., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	YAWATA MARU Capt. T. Sakine, 5,000 NIKKO MARU Capt. M. Yagi, 6,000		FRIDAY, 30th Sept., at Noon FRIDAY, 28th Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi, 6,000		WED'DAY, 28th Sept., at Noon
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Tanaka, 5,000		THURSDAY, 29th September.
KOBE and YOKOHAMA	TANGO MARU Capt. A. Christiansen, 8,000		THURSDAY, 29th Sept., at 5 P.M.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. A. Mocker, 7,000		TUESDAY, 4th October.

— Calling at Saigon.
Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

CLASS	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

Canada and Europe in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at

T. KUSUMOTO, MANAGER, 13-125
Hongkong, 7th September, 1910.



CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAPRO	2540	A. Fraser	Manila	On 1st Oct., Noon.
RUBI	2540	R. Rodger	Manila	On 8th Oct., Noon.

For Freight or Passage apply to
HONGKONG, 5th September, 1910.

SHEWAN, TOMES & Co.
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. ARMENIA ... 6th Oct.	S.S. AMBRIA ... 4th Oct.
S.S. SENEGAMBIA ... 21st Oct.	FOR HAVRE, HAMBURG & ANTWERP:
S.S. SUEVIA ... 4th Nov.	S.S. BADENIA ... 6th Oct.
S.S. WESTPHALIA ... 17th Nov.	FOR HAVRE & HAMBURG:
S.S. ARABIA ... 13th Nov.	S.S. ALESIA ... 13th Oct.
S.S. SCANDIA ... 1st Dec.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. BRISGAVIA ... 16th Dec.	S.S. C. FRED. LAEISZ 23rd Oct.
S.S. SLAVONIA ... 30th Dec.	FOR ROTTERDAM, HAVRE & ANTWERP:
	S.S. BELGICA ... 2nd Nov.
	FOR HAVRE & HAMBURG:
	S.S. ARMENIA ... 6th Nov.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 19th September 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUTO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJILIWONG	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIKINI	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIPANAS	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through-Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Telephone No. 375.

Hongkong, 17th September, 1910.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA	"SEATTLE MARU" Capt. T. Saito	6,182	WED'DAY, 5th Oct., at Noon.
VIA MOJI, KOBE and YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED'DAY, 2nd Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW & AMOY	"SOSHU MARU" Capt. Y. YAMAMOTO	WED'DAY, 28th Sept., at Noon.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	THURSDAY, 6th Oct., at Noon.

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the month of September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The NISSHIN KISEN KAISHA's Steamers at Shanghai, for The NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st CLASS.	2nd CLASS.	3rd CLASS.
\$73.00	\$55.00	\$27.00.

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

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THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

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43-3]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The *Oceanic* with the French mail of the 26th ultimo, left Saigon on Friday, the 23rd
instant, at 4 p.m. and may be expected here to-day.

The *Yokohama*, with the Siberian mail, is due to arrive here to-day.
The *Assaye*, with the English mail of the 2nd inst., left Singapore on Friday, the 23rd inst.,
at 5.30 p.m., and may be expected here on Wednesday, the 28th inst., at about 5.00 p.m. This
packet brings the parcel mail closed in London for despatch by the all sea route on the 24th of
August, and for despatch overland on the 31st of August.

FOR	PER	DATE.
Haiphong ...	Hanoi	Monday, 26th, 11.00 A.M.
Macao ...	Sui Tai	Monday, 26th, 1.15 P.M.
SHANGHAI AND JAPAN SIBERIAN MAIL TO EUROPE ...	Oceanic	Monday, 26th, 5.00 P.M.
Swatow, Amoy and Foochow ...	Haiching	Tuesday, 27th, 9.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Seattle ...	Swatow	Tuesday, 27th, 10.00 A.M.
Singapore, Penang and Calcutta ...	Japan	Tuesday, 27th, 10.00 A.M.

EUROPE, &c., INDIA VIA TUTICORIN
(Late Letters 11.00 A.M. to Noon. Extra
Postage 10 cents)
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.

Batavia, Cheribon, Samarang and Sourabaya ...	Tilatjap	Tuesday, 27th, 1.00 P.M.
Macao ...	Sui Tai	Tuesday, 27th, 1.15 P.M.
Manila ...	Tan	Tuesday, 27th, 3.00 P.M.
Singapore, Penang and Colombo ...	Kilano Maru	Tuesday, 27th, 5.00 P.M.
Port Bayard and Haiphong ...	Touareg	Wednesday, 28th, 8.00 A.M.
Swatow ...	Haiman	Wednesday, 28th, 10.00 A.M.
Nagasaki, Kobe and Yokohama ...	Nikko Maru	Wednesday, 28th, 11.00 A.M.
Shanghai ...	Wosang	Wednesday, 28th, 11.00 A.M.
Singapore, Penang and Calcutta ...	Vorwaerts	Wednesday, 28th, 11.00 A.M.
Tientsin, Chefoo and Newchwang ...	Tungshing	Wednesday, 28th, 11.00 A.M.
Macao ...	Sui Tai	Wednesday, 28th, 1.15 P.M.
Tientsin ...	Chipsing	Thursday, 29th, 11.00 A.M.
Macao ...	Sui Tai	Thursday, 29th, 1.15 P.M.
Shanghai ...	Chenau	Thursday, 29th, 3.00 P.M.
Kobe and Yokohama ...	Tongo Maru	Thursday, 29th, 4.00 P.M.
Swatow, Amoy and Foochow ...	Hutan	Friday, 30th, 9.00 A.M.
Manila, Thursday, 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Yawata Maru	Friday, 30th, 11.00 A.M.
Macao ...	Sui Tai	Friday, 30th, 1.15 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle.	Loonquang	Friday, 30th, 3.00 P.M.

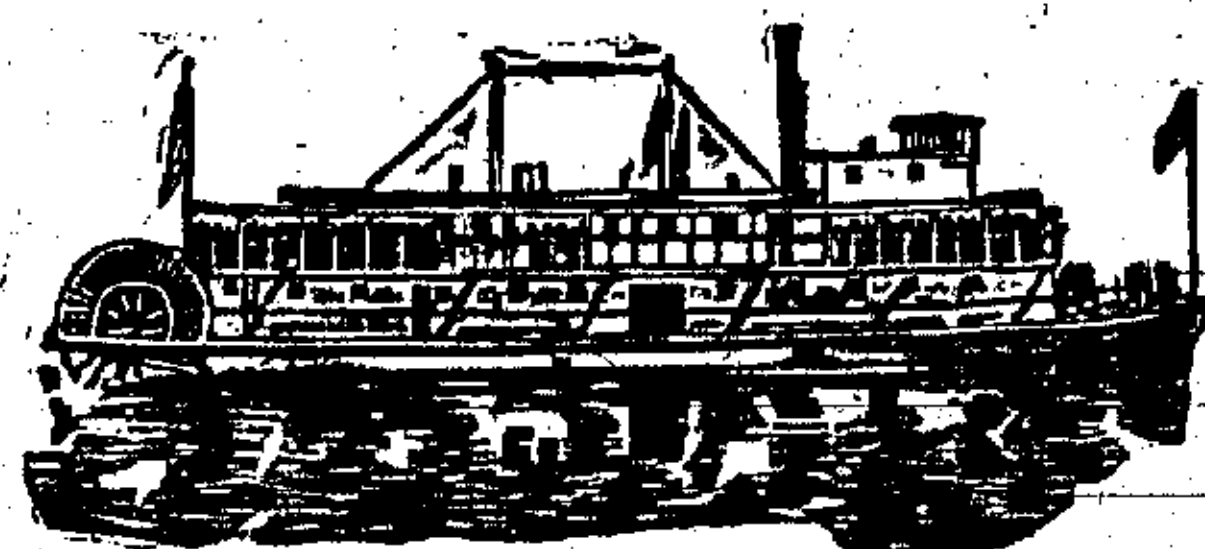
SHANGHAI, NAGASAKI, KOBE, YOKOYAMA,
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make a better mousetrap than his neighbour, though he build his house
in the woods, the world will make a beaten path to his door."—EMERSON.

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Ferguson and Mr. Gabbeth.

Per *Korea*, for Hongkong, from San Francisco,
&c., General and Mrs. R. D. Potts, Mr. and Mrs.
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H. Knox, Dr. S. S. Crow, Mr. C. V. Watt and
Mr. M. A. Katz.

COMMERCIAL. EXCHANGE CLOSING QUOTATIONS.

September 24th.

ON LONDON:—	Telegraphic Transfer	194	
	Bank Bills, on demand	194	
	Bank Bills, at 30 days' sight	194	
	Bank Bills, at 4 months' sight	194	
	Credits, at 4 months' sight	110	
	Documentary Bills 4 months' sight	110	
ON PARIS:—	Bank Bills, on demand	228	
	Credits, at 4 months' sight	232	
ON GERMANY:—	On demand	185	
ON NEW YORK:—	Bank Bills, on demand	44	
	Credits, at 60 days' sight	45	
ON BOMBAY:—	Telegraphic Transfer	135	
	Bank, on demand	135	
ON CALCUTTA:—	Telegraphic Transfer	135	
	Bank, on demand	135	
ON SHANGHAI:—	Bank, at sight	74	
	Private, 30 days' sight	75	
ON YOKOHAMA:—	On demand	83	
ON MANILA:—	On demand—Pesos	83	
ON SINGAPORE:—	On demand	77	
ON BATAVIA:—	On demand	108	
ON HAIPHONG:—	On demand	11	pm
ON SAIGON:—	On demand	1	pm
ON BANGKOK:—	On demand	85	
SURVEILLERS, Bank's Buying Rate		\$11.05	
GOLD LEAF, 100 fine, per tola		\$58	
BAR SILVER, per oz.		24	1/2
SUBSIDIARY COINS.			
			per cent
Chinese	20 cents pieces	\$4.76	discount
Chinese	10	\$5.40	
Hongkong	20	\$4.60	
Hongkong	10	\$5.22	

SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 23RD, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sellers - \$87, 10/-
National Bank of China, Limited	99,925	27	26	\$78, buyers
Bank of Communications, Limited	8,604	12/6	12/6	\$8, sellers
China Bank, Limited	60,000	\$12	\$12	\$9, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$140, sellers
China Provision, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$8, buyers
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$4, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Lao-Kung-Mow Co. Spin. & Weav. Co., Ltd.	8,000	Tls. 109	Tls. 100	Tls. 55.
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 20.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19.
DOCKS AND WHARVES.—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$57	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$64	\$64	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,703	Tls. 100	Tls. 100	Tls. 75.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
Fenwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.65, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$21.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$75.
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	\$10	\$133.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$10	\$21, sellers
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$190, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sellers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$97.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$555, sal. & buy.
North-China Insurance Co., Limited	10,000	\$15	\$15	\$115.
Union Insurance Society, Limited	12,400	\$50	\$100	\$322, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200.
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	\$100	\$101, sales
Hunany Estate and Finance Co., Ltd.	150,000	\$10	all	\$74, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$74, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$13, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$14, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$150, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$24, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$10, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$24, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	50,000	\$15	\$15	\$32.
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$45	all	\$9, sal. & 15/10/-
Shell Transport & Trading Co., Limited	2,300,000	\$1	\$1	\$23, sellers
Star Ferry Company, Limited	10,000	\$10	\$10	\$5.
South China Morning Post, Limited	10,000	\$25	\$25	\$25, sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	\$54, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10.
Wm. Powell, Limited	15,000	\$7	\$7	\$14, buyers
Watkins, Limited	10,000	\$10	\$10	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$64, buyers
Weissmann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$5	\$13, sellers
Union Waterboat Co., Limited	100 shares	\$10	\$10	\$8, buyers
RUBBERS.—				
Allagars	150,000	2/-	all	4/6
Anglo-Malays	150,000	2/-	all	23/6
Balgownies	151,200	\$1	all	\$12 (Sta.)
Batu Tigas	70,000	\$1	all	90/-
Bukit Kajangs	80,000	\$1	all	63/6
Castelfields, fully paid	30,000	\$1	all	110/-
Cheviots	70,000	\$1	all	12/6 prem.
Eastern and International	250,000	\$1	10/-	10/6
Highlands and Lowlands	307,145	\$1	all	5/6 prem.
Kanunings	1,825,000	2/-	all	—
Kuala Lumpur	100,000	2/-	all	—
Labus	100,000	2/-	all	70/-
Ledbury's	100,000	2/-	all	50/-
Linggis	900,000	2/-	all	6/6
London Asiatics	1,266,000	2/-	all	620 (Sta.)
London Ventures	45,000	\$10	all	\$31.2 div. (Sta.)
Mercantiles	50,000	\$2	all	25/-
Pegohs	100,000	\$1	all	23/6
Sandycrofts	100,000	\$2	all	21/-
Shelfords	65,000	\$1	all	25/6
Singapore and Johore	125,000	\$2	all	\$14 (Sta.)
Sumatra Paras	995,000	2/-	all	11/3
Sungei Kapang	90,000	\$1	all	—
United Serdangs	170,000	\$2	all	100/-

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
YERNON & SMYTH, Share-Brokers.				

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AT \$4.20 AND \$2.80
PER 100

FROM ALL TOBACCONISTS.



The Ravages of the White Ant, Decay,
Fungus, Dry Rot, etc., destroy property to
the value of many Thousands of Dollars yearly
in Hongkong.

The only sure and reliable protection is

"SOLIGNUM"

the only Preservative which is guaranteed to
do what is claimed for it—that is, to preserve
Wood, Stone, Brickwork, etc., and to protect
against Decay, Fungus, Dry Rot and the
Ravages of Insects and Vermin, including
that deadly timber-destroyer, the WHITE
ANT.

It adds years to the life of Wood. Among
its many and varied other uses may be
mentioned the extermination of the Rat,
Cockroaches, Beetles and all kinds of Pests.

Specially approved for General use by
H. M. War Department in Hongkong.

Can be applied in many shades of colour to
Wood, Stone or Brickwork. In 5 and 10 Gallon
Drums, and 40 Gallon Barrels.

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**SIEMSEN & Co.,
Machinery Dept.**

Hongkong.

1890

TO-DAY

5.30 p.m.—Annual General Meeting of Hong-kong St. Andrew's Society, at City Hall.

5.30 p.m.—Annual General Meeting of Hong-kong Cricket League.

TO-MORROW

5.15 p.m.—Annual General Meeting of Kowloon Cricket Club.

FORTHCOMING EVENTS.

Wednesday, 28th Sept.—Annual General Meeting of Hongkong Football Club, at Jardine, Matheson & Co., 5.30 p.m.

Thursday, 29th Sept.—60 Debentures of Club Germania to be drawn, 6 p.m.

Friday, 30th Sept.—Sixth Annual General Meeting of The Royal Hongkong Yacht Club, at Union Insurance Society of Canton, 5.15 p.m.

Saturday, 1st Oct.—Half-Yearly Meeting of Hongkong Jockey Club, Noon.

Saturday, 1st Oct.—Boxing at City Hall, 9 p.m.

Wednesday, 5th Oct.—"Nicola" at Theatre Royal, 9 p.m.

Saturday, 1st Oct.—Opening of the Kowloon Railway, 2.45 p.m.

Monday, 3rd Oct.—Auction of Crown Land at Public Works Dept, 3 p.m.

Monday, 3rd Oct.—Auction of Crown Land at Public Works Dept, 3 p.m.

Saturday, 8th Oct.—Fourteenth Ordinary Yearly Meeting of The Dairy-Farm Co., Ltd., 12.30 p.m.

Saturday, 15th Oct.—The twenty-ninth ordinary Meeting of Canton Insurance Office Ltd., Noon.

OPIUM.

September 22nd.

Quotations are:—

Malwa New	...	\$2,100/2,150	per picul.
Malwa Old	...	\$2,160/2,200	"
Malwa Older	...	\$2,210/2,250	"
Malwa Y. Old	...	\$2,260/2,300	"
Persian fine quality	...	\$1,400/1,500	"
Persian extra fine	...	\$2,100	"
Patna New	...	—	per chest
Patna Old	...	\$2,120	"
Banares New	...	\$2,130	"
Banares Old	...	\$2,130	"

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